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CLASSIFICATION **SECRET**COUNTRY East Germany REPORTTOPIC Finow Airfield

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REFERENCES

PAGES 4 ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED Information

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1. The following air activity and aircraft were observed at Finow airfield between 19 May and 6 June 1955:

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19 May. Between 0930 and 1700, there was air activity by jet fighters which made individually local flights, and flights in formations of two and four. The interval and distance between the individual aircraft of a formation was 2 wing spans and 4 to 5 aircraft lengths respectively. Not more than 4 aircraft were simultaneously aloft. When 4 aircraft flew by, it was observed that the tail pipe terminated in line with the rear edge of the rudder assembly.

21 May. Between 1000 and 1530, air activity was observed from a distance. Jet fighters made local flights and formation flights. The alert formation consisted of 4 aircraft. Two MiG-15s or U-MiG-15s were also observed near the gap in the fence on the auxiliary runway. The total aircraft strength amounted to about 65 jet fighters. Three Po-2s were parked near the watch tower on the southern edge of the field.

1 June. Between 1210 and 1600, air activity by jet fighters was observed from the direction of Eberswalde. The aircraft took off toward the west, climbed and then headed west. After about 30 minutes, the aircraft again landed. A total of 6 take-offs and landings were observed.

2 June. One jet fighter took off at 0930 and one jet fighter landed at 0955. No more air activity was observed throughout the day.

4 to 6 June. No air activity was observed at the field. ¹

2. On 3 June, the Fishnet-type radar set and the model AA 4 MK 3 set were still observed in the eastern section of the airfield. The Token was seen near the Finow Estate as previously. An umbrella-type antenna was erected on the roof of the barn of Finow Estate. The Token which had previously been seen near Sommerfelde was not re-established. ²

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3. A wooden watch tower, about 15 meters high, with a covered platform about 2 meters square, was observed at the southern edge of the field. The platform was enclosed by boards about 1 meter high. ³
4. It was learned that 2 jet fighter wrecks were observed in a field just south of Ducherow about 100 meters from the railroad line on 16 May. The wrecked aircraft, which were about 200 meters apart, had presumably collided and crashed. ⁴
5. The following air activity and aircraft were observed at Finow airfield between 25 May and 11 June 1955: 25X1

25 May. Between 0600 and 0930, individual take-offs and landings were made by jet fighters.

26 May. During the morning, individual take-offs and landings were made. At 1115, one Il-28 with auxiliary fuel tanks crossed over the field at an altitude of about 500 meters flying from northeast to southwest.

27 May. During the morning and afternoon until about 1900, take-offs were made by individual aircraft and elements of two. The aircraft practiced flying individually and in formations of two.

28 May. From 1000 until about 1800, flights in elements of two were observed. At 1715, it was observed from the piece of wood east of the garden plots that 3 Po-2s were parked near a wooden tower in the northeastern corner of Jagen (forest sub-district) 223. At this point, a corner of the wood extended into the field area. Three additional aircraft were parked close to the northern corner of the wood.

30 May. During the morning, jet fighters made individual local flights. No regular air activity was observed throughout the day. At 0800, an Il-28 with auxiliary fuel tanks crossed over the field flying from northeast to southwest. At 1600, an Il-28 crossed over the field in the opposite direction. After 2100, there was local flying in connection with an exercise by searchlights. One searchlight was located just south of the Finow - Schoepfurth road near the Finow Estate. Another searchlight was observed on the hill southwest of Hubertusmuehle and the third searchlight was erected on the landing field. The three searchlights sought out the aircraft that were aloft, shortly fixed on these aircraft and then turned off again. When a plane came in for landing, the third searchlight on the landing field illuminated the runway until the aircraft touched the runway. The end of air activity was not observed.

5 June. About 55 jet fighters covered with tarpaulins were parked along the northern edge of the landing field, 4 alert MiG-15s or U-MiG-15s were seen near the gap in the fence, and 3 Po-2s were observed along the southwestern edge of the field.

6 June. At 1700, 20 aircraft crates arranged side-by-side with their narrow side pointing to the road were seen in the northern section of the housing area at the field south of the spur track. About 10 other crates were seen on the ramp of the railroad line. A heavy prime mover was engaged in towing these 10 crates to the point where the other 20 crates were located. Two MiG-15s were parked on the ramp. The noses of the aircraft pointed to a 10-meter-long flatcar on the track. It could not be determined if these aircraft had been unloaded or if they were to be loaded.

7 June. Between 0600 and 1900, take-offs were made by individual aircraft and elements of two. Glides were made at ground targets in the vicinity of the field. At 0930, the Kniferest-type radar set was continuously in operation. After landing, the aircraft taxied on the taxiway to the northeastern corner of the landing field where they were refueled. A total of 6 aircraft were counted. Five tank trucks were simultaneously in operation. After the refueling procedure, the

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aircraft taxied on the taxiway toward the east. It could not be observed if the aircraft again taxied to the take-off point.

8 June. No air activity was observed.

11 June. Air activity started at 0600. The aircraft took off in elements of two, assembled in formations of four at high altitudes and subsequently practiced formation flying. Then, two formations of four assembled in one large formation for flight training. Finally, the formation of aircraft dispersed and the planes landed individually. One Li-2 landed at 0830 and one Li-2 took off at 0930 heading northwest. ¹

6. On 31 May, three empty aircraft crates were observed north of the western end of the E-W runway.

7. Vehicular traffic observed included two trucks

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8. The following air activity and aircraft were observed on 3, 5, and 25 June 1955:

3 June. At about 2000, jet fighters made individual local flights.

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5 June. No air activity was observed at the field. About 60 jet fighters were stationed at the field and several biplanes were parked in the southern section of the landing field.

25 June. At 1300, there was intensive air activity by jet fighters. ¹

9. A model AA 4 MK 3 set was dug in south of the runway, about 200 meters west of Biesenthaler Road. The Fishnet-type radar set was still observed at its previous location. ²

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10. On 3 June, a section of the board fence in the northeastern corner of the field, which was about 20 meters long, had been torn down. Two soldiers were engaged in excavation work. On 25 June, bricks were unloaded in the northeastern corner of the field. The board fence was moved toward the field by about 50 meters and the gap in the board fence was closed by a wire fence. A basement about 10 x 12 meters was erected close to Biesenthaler Road. ⁵

11. On 5 June, no air activity was observed at the field. About 55 jet fighters, including MiG No. 2479, were observed at the field.

12. At 1200 on 11 June, there was air activity by jet fighters which took off in elements of two and made flights at very high altitudes. Sometimes, only the vapor trails of the aircraft could be seen. A total of 6 take-offs in elements of two were observed. Six jet fighters were refueled by 2 tank trucks at the eastern end of the runway.

13. The radar station located along the Sommerfelde - Eberswalde road had previously been occupied by a Token-type radar set was observed to be unoccupied. The board fence around the installation was still in existence. The radar station near the Finow Estate and the Token were still observed. A Kniferest-type radar set was seen on the southern edge of the field about 200 meters west of the radar station.

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15. The following observations were made at the Kreuzbruch firing range:

27 May. Between 1330 and 1800, a ground target 2 meters square and marked by white chalk was observed approximately in the middle of Kreuzbruch firing range along the Liebenwalde - Zehlendorf road. About 200 meters northeast of this ground target was a radio truck with a mast 6 to 8 meters high. Three or 4 Soviet soldiers were observed nearby.

27 and 28 May and 3 June. It was repeatedly observed that two MiG-15s or U-MiG-15s approached in an element from the east at an altitude of between 1,500 and 2,000 meters. After a wide circle of the area had been made the two aircraft approached the target from the east one behind the other. The aircraft dived down from an altitude of about 400 meters at an angle of 45 degrees giving short bursts of fire from their weapons. The aircraft then climbed rather flatly, circled the area again, climbing to an altitude of 1,500 meters, and again approached the ground target firing either with aircraft cannons or machine guns, but mostly with the former weapons. The two types of weapons were not heard firing simultaneously. The second aircraft only dived after the first aircraft had climbed again. It was repeatedly observed that dust whirled up. The aircraft dived 6 to 8 times, then assembled in elements of two and headed toward Finow. Between 0800 and 1400 on 28 May, and throughout the day on 3 June, firing with aircraft weapons was heard from a distance from the direction of Kreuzbruch. 6

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16. At about 1100 on 16 May, two U-MiG-15s collided and crashed near Ducherow railroad station. One pilot parachuted safely, while the other 3 crew members were allegedly killed on the spot. The two wrecked aircraft lay about 120 meters apart and did not catch fire. The scene of accident was immediately blocked off and guarded by VP. 4

1. Comment. It is believed that Finow airfield is still occupied by 1 fighter division headquarters and 2 fighter regiments. Air activity was conducted along the usual pattern. A total of 60 to 65 jet fighters were observed on the landing field. The fact that the regiments are equipped with same MiG-17s was mentioned previously. The crate shipments which have already been observed are presumably connected with the re-equipment with MiG-17s. Although new aircraft arrived in the Sovzone of Germany, the aircraft strength at the airfields has not been considerably increased. The present location of the surplus MiG-15s has not been determined. The information that MiG-15s were seen on the loading ramp possibly indicates a re-transfer of MiG-15s in aircraft crates.

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2. Comment. One Fishnet and 1 model AA 4 MK 3, apparently dug in, were observed in the eastern section of the landing field. No change on the radar station at the Finow Estate and the Token-type radar station near Sommerfelde was still unoccupied.

3. Comment. The watch tower at the southern edge of the landing field has been repeatedly reported.

4. Comment. The collision by 2 jet fighters near Ducherow was simultaneously reported by 2 sources.

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5. Comment. The new building in the northeastern corner of the field was reported for the first time.

6. Comment. The fact that Kreuzbruch alternate airfield is used as firing range by the fighter regiments in Finow was reported previously.

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